

SCULLY'S FRIENDS, UNABLE TO SECURE BONDS, IN PRISON

McCuthcheon and Ratta, Who
Helped Felon Get Away,
Brought Back To Honolulu

SPROAT, KNEW SCULLY,
CLAIMS JOE RATTA

Grand Jury Investigation Likely
To Throw Additional Light
On Subject

Unable to give the \$1000 demanded of each for their appearance whenever required by George S. Curry, the United States Commissioner and other federal authorities, H. L. McCuthcheon and Joe Ratta, charged with assisting John T. Scully in breaking his parole and attempting to evade justice, spent last night in the territorial penitentiary as the unwilling guests of High Sheriff William P. Jarrett, warden of the prison. They were taken to the penitentiary yesterday by Commissioner Curry yesterday, but have not been given a full preliminary hearing yet.

McCuthcheon and Ratta were brought to Honolulu yesterday from Lahaina, Maui, in Eugene Devauchelle's power sloop, Anne D., by a representative of the federal authorities and Foster L. Davies, deputy clerk of the federal court. The party arrived here at half past twelve o'clock yesterday afternoon.

Quarantined to Lahaina
The Anne D. left Honolulu for Kaula, Maui, on Thursday afternoon, arriving at the lonely island port at half past nine o'clock that night. On its arrival the party discovered that Joe Nakaleka, the deputy sheriff of Maui, had taken McCuthcheon and Ratta to Lahaina, on the neighboring island of Maui, fifteen miles away. The Anne D. took four hours in crossing the channel. Arriving at Lahaina, the party found Deputy Sheriff Nakaleka about starting off for Wailuku, across the island, to place the prisoners in the county jail there. The men, who are now charged with aiding Scully in getting away, were taken into custody by the Lahaina officers and brought here.

Yours Had 'Cutting' Gun
"Say, but that county sheriff, Nakaleka, and his posse, consisting of one foot officer, were armed to the teeth when they finally ran them down at the old Hawaiian capital," said Deputy Clerk Foster L. Davies yesterday. "Each had an ancient revolver the size of a gnatting gun. Really, the barrels of the guns were fully eight inches long. Well, so, they might have been six inches."

Ratta told one of the officials that Bill Sproat, in whose power sloop McCuthcheon and Ratta, made the getaway from Honolulu on Tuesday night, knew Scully well. Sproat in his statement, mentioned in The Advertiser yesterday, says that Scully was a stranger to him, claiming that when the fugitive prisoner and his friends boarded his boat he "had looked the stranger over and thought him a decent sort of a chap," or words to this effect.

Rat in Sproat's Story
McCuthcheon denies that he had ever offered \$400 to Sproat to get to the island of Hawaii. He says that there was some mention about paying him \$200 for his extra trouble in making the long trip. It is also claimed that the federal authorities, especially those of the judicial department, are not through with Sproat. Sworn statements which will be made by both McCuthcheon and Ratta will likely throw considerable light on Sproat's real connection with the get away of Scully. The federal grand jury will likely meet after the first of July and take up the whole affair for investigation.

On the question of the forfeiture of Scully's two bonds, aggregating \$2000, given in the two new charges against the convicted felon, J. Wesley Thompson yesterday notified Judge Clements in open court that he had looked up authorities and found that the bonds were not liable because of Scully's get away. C. H. McBride representing the bondsmen, asked that the bonds be cancelled. This was done by order of the court and the bondsmen were discharged from further liability. The question of contempt of court was not touched.

Affidavit Stunt Pulled
Affidavits signed by the district attorney, who has returned to his home in Nashville, Tennessee, Bert Bower, Paul H. Pope, Victoria (J. F.) Hyland and E. C. Reilly, bearing on Scully's opium operations, are now on file in the federal court. They were prepared as an incentive to secure a stiff sentence for Scully on the charge of which he was convicted, but were not used. Judge Clements attended unaided to fixing the penalty.

The district attorney's affidavits hardly go main to the issue. Bower says that he had known Scully for many years and had been more or less familiar with the gentlemanly highway robber and opium contrabandist. He says that several years ago Scully was connected with one of the biggest opium deals that was ever pulled off in Hawaii.

He says that Scully had generally been known as the prince of opium traffickers, "going on different steamers and having transactions in opium and taking opium from time to time." Bower claims that he had known Scully to be connected with several large and small such transactions.

Scully Big Opium Merchant
The latest transaction I have ever known Scully to be connected with in any way was one occurring two or three years ago in which there was in the neighborhood of \$10,000 worth

HAWAII PARADISE OF UNDESIRABLES

So Says Sheriff Pua of Big Island
—Eighteen Officers To Watch
Twenty-four Thousand

(Mail Special to The Advertiser)
HILO, June 25.—Hawaii, once the Paradise of the Pacific has become the paradise of "undesirables," according to a statement of Sheriff Sam Pua in a communication which he has addressed to the new board of supervisors.

The communication is a plea for an increase of his force, rather than a curtailing, which the sheriff seems to feel there is danger of. Discussing the growth of crime on this island in connection with the immigration of recent years, he writes:

"My sincere advice to your honorable board is that the present officers be maintained, as any curtailing on your part may result disastrously to the interests of the community, for the worst is yet to be overcome, taking into consideration the vast number of undesirable elements which have been brought to the shores of once the Paradise of the Pacific—now the Paradise for undesirables. Immigrants come here with little or no conception of what liberty means. Many of them have an inherent and inherited hostility to government of all kinds, and fancy that here is the liberty which means license in all things. To them the police officers are symbols of despotism."

Sheriff Pua draws attention in his letter to the fact that in all of the South Hilo districts where there is a population of about 24,000 of mixed races, and property valued \$13,465,541, there are but eighteen officers to keep the peace, he says.

The rapid increase in the number of automobiles throughout the county is another reason the sheriff advances for his force being increased. He asks that he be allowed at least one more vehicle officer. To impress this need upon the supervisors, the sheriff writes: "On account of the enormous number of automobiles, our main streets are subject time and again to blockade, rendering the streets inaccessible."

The sheriff concludes with the statement that if there is inefficiency in his department it is due alone to the limited force he has at his command.

SUPERVISORS WANT PRACTICAL INSPECTOR

The board of supervisors met yesterday morning and canvassed on the budget for the forthcoming six months. A number of debatable items were referred to appropriate committees, which will report to the board at a meeting to be held at five o'clock this afternoon.

The members of the board are almost unanimous for the appointment of a building inspector who shall be a practical man. Acting Building Inspector Fred Beckley is admitted to have discharged the duties of his office satisfactorily, but the board is of the opinion that in view of the large number of public buildings to be erected, and the amount of school building in sight, the appointment of a building inspector who is thoroughly qualified from every standpoint is imperative.

KONA COFFEE PROSPECTS

John Luis, manager of H. Hackfeld & Co.'s Napoos branch house stated yesterday that if the rains continue, this year's coffee crop in Kona will be as good or better than that of 1912. The harvest will be later than it was last year. North Kona suffered from drought all of last winter and early spring but in Central and South Kona where the richest lands are the season has been a very favorable one, he said.

The Smith tobacco plantation in South Kona is planting a small crop but the other concerns are still waiting to sell their output.

Mr. Luis said the district is in good shape and ought to go ahead with these two crops, coffee and tobacco, which grow in Kona better than in any other part of Hawaii.

He Knows a Thing or Two

Mrs. Hyland, at one time charged with being connected in an opium deal with Bert Bower, says in her affidavit:

"I have had personal knowledge of Mr. Scully's connection with illegal traffic in opium since September, 1913. My knowledge is based upon reliable information that I have received from persons closely associated with Mr. Scully, and I have had personal knowledge of Mr. Scully's connection with opium deals having received my information directly from Mr. Scully himself."

Beggs claims to have known Scully the past eight years, but only intimate by the last eight months or so. He adds that of his personal knowledge he knew of Scully's opium deals within the last few months, receiving the information directly from Scully.

"I know that he has been associated with others in this city, men whom he has recently furnished evidence to convict of crime."

Sproat Sampañ Released

Sproat's sampañ, the Missouriian which was held by the customs authorities for further investigation, was released to him yesterday. An investigation Thursday showed he had a passenger-carrying license, and one yesterday showed the laws had been complied with so that he violated no section of the passenger act in carrying the three men.

LICENSES GRANTED TO SALOON KEEPERS UNDER SERIOUS BAN

Dick Sullivan, Whose Indebtedness To Brewery Was Heavy
For Years, Gets Permit

COMMISSION VOLUNTEERS
NO REASONS FOR ACTION

Suspension of Rosa & Co. Stands
And Will Cost Firm Probably \$6000

Four saloon keepers who have been hanging on tenderhooks for a week at dinner last night with new zest. At the conclusion of a long executive session yesterday afternoon, the board of license commissioners renewed the licenses of Jose Quintal, Service Sa Joqui, Drake & Smith, Enore Saloon, and Philip F. Cornyn (Dick Sullivan), Fashion Saloon. The case of Thomas A. Marlowe of the Kentucky Bar was continued until half past four o'clock next Monday afternoon.

Rosa & Co., wholesale dealers, convicted of selling to blind pigs, must close for three months, beginning July 19. A plea from E. C. Peters, attorney for the firm, for clemency was promptly refused.

Sullivan Decision Unexpected.
The surprise of the afternoon was the decision in the case of Dick Sullivan, whose indebtedness to the brewery for a period of years has ranged between five and fourteen thousand dollars, and whose testimony before the commissioners has been about as unsatisfactory as it could be.

However, the board is a body with absolute and arbitrary powers, which is under no compulsion to account for its decisions, which are based in part on confidential information not open to the public.

Sullivan was on the stand once more yesterday afternoon and was again questioned with particularity about the notes and receipts which he gave back to the brewery, and which he believes to have been torn up at the time his new note for \$5100 was made.

Nothing More Definite
Nothing more definite could be drawn from him than at the other hearing. He had left the notes and receipts of a table in the offices of the brewery, in the keeping, he thought of H. Gooding Field.

"I know this sounds funny," he testified, "but if Mr. Field were here I feel sure he could tell you what became of them."

No other witnesses were examined. Mr. Peters made a mild plea for Rosa & Co., who estimate that their three months' suspension is equivalent to actual loss and indirect diversion of business to a cash fine of \$6000.

"It was with a shock," said Mr. Peters, "that I read this morning of the action taken by the board in the case of my client."

Suspension 'Really Terrible'
"I do not wish particularly to complain. I do not say that five men of the quality of this board have absolutely erred, and I presume the board in arriving at its decision, has felt that the defendant has willfully violated the spirit if not the letter of its regulations, and that it has wished not only to punish him, but to measure out a punishment that should act as a deterrent to others. But a suspension of three months is really a terrible punishment."

"Rosa & Co. are not doing a large business. For the three months they will be closed they will lose not only their actual receipts for that period but a large share of trade that will go elsewhere. No business can stand that is compelled to intermit for a considerable period."

Connived to Violate Law
Chairman Lowrey answered without delay. "The records show," he said, "that the books of the firm have been improperly kept, which is a violation of the rules of this board, but much more serious is the fact that Manuel Salmo, the manager and treasurer, was guilty of conniving at violations of the territorial law."

"He sold liquor to men who, he knew, were violating the law; who had taken out federal licenses to escape prosecution by the internal revenue department, and to one of whom he lent the money to pay his fine after he had been convicted by the territorial authorities. There is no disposition on the part of the board to qualify its action."

CANADIAN EXPLOSIVE WORKS MAKES RECORD

WASHINGTON, June 13.—A plant for the manufacture of large quantities of trinitrolohol, one of the highest explosives in operation in Canada, seven weeks after ground was broken for the plant. This new plant, according to informants known to modern science, is now here, is turning out 800,000 pounds of trinitrolohol a month, and has broken all records in erection and production.

The location of this plant has been kept a complete secret by the government. It was recently inspected by General Sam Hughes, Canadian Minister of Militia, who expressed himself as highly gratified with the progress made.

Canada will shortly be in a position to turn out one million pounds of gun cotton a month, says the report which reached Washington. Canada has for some time past been producing large quantities of cordite.

J. WALTER DOYLE 'GETS THE HOOK' FROM H. P. WOOD

Notice of Dismissal Delivered
Just As Chairman Leaves
On Vacation

NOT DELIVERING 'VALUE
RECEIVED,' EXCUSE GIVEN

Exposition Officials Are Loud In
Praise of Departing
Publicity Man

J. Walter Doyle, after scoring the one big success that has come to Hawaii's credit at the fair, after receiving the personal thanks of President Moore and others of the first directorate, and after receiving a number of complimentary letters from others at the fair who are doing things, has got the hook.

According to a wireless which came to The Advertiser last evening from San Francisco, Chairman H. P. Wood of the Hawaii fair commission left San Francisco on a vacation to the country. Just before he left he sent a letter to Mr. Doyle's hotel notifying the latter that his services with the commission will terminate on July 31. Not Giving Value Received.

"I think that the commissioners are agreed in the opinion that you have not given Hawaii value received for the money paid you for your services," said Chairman Wood.

In other words, J. Walter is pau. However, there are still Wood, Rivenburg and Elmer on the job "giving Hawaii value received" for the ten per cent each draws from the fair appropriation, to say nothing of the moving picture operator, the two janitors and the other assistants to Mr. Wood, including a clerk and a secretary.

In the meanwhile, "A Night in Hawaii" is to be described in special articles in Scribner's and the Ladies Home Journal, while the fair publicity bureau is preparing "color mats" for the event to be sent to scores of papers throughout the country.

Yesterday's mail brought from San Francisco copies of two letters, samples of what Publicity Director Doyle has been receiving. Theodore Hardee, who is Chief of Special Events on the staff of President Moore, writes, in part:

My dear Mr. Doyle—I take this first opportunity to express our sincere appreciation of the very successful production of "A Night in Hawaii" pageant on the Fine Arts Palace last Friday night, June 14th. It must be particularly gratifying to you to have seen this very happy result of your active labors, towards helping create this great success.

On the whole, I believe we are all to be most heartily congratulated on the results achieved and no official conduct for this success are more deserving of credit than the Hawaiian Commission and your good self.

Please accept my heartiest felicitations.

'Best Show Pulled Off'

E. W. Clark, manager of the art department, bureau of exploitation, who is engaged by the exposition management to give publicity, wrote the following:

My dear Mr. Doyle—During the two years and a half that I have been connected with the Exposition I have witnessed many parades, pageants, festivals and dedications, which have awed and enraptured me, but the wonderful and surpassingly beautiful water pageant of "A Night in Hawaii" stimulated my imagination, aroused my emotions, stirred my intellect, tickled my fancies and played upon my heartstrings as nothing has ever done before. Knowing that you planned, staged and conducted the entire program, I wish to compliment, congratulate and thank you.

It is THE best show that has been pulled off on the Exposition grounds.

FENNEL STICKS A POOR BLIND PORKER

License Inspector Fennell and his men made another successful liquor raid on Saturday night.

In the neighborhood of the O. K. block, Kaiwi Road, John Poe informed the detectives that he could put them in the way of getting some good booze at cut rate prices.

In a room in the block John Kopolani sold them a square-foot of who for seventy cents, John Poe receiving ten cents commission for his share in the transaction.

Both men were charged with illicit liquor selling and will appear in the district court this morning.

500 Matsoda arrived from Hilo yesterday morning to complete her cargo for San Francisco. She will sail at ten o'clock Wednesday morning from Pier 7, taking a record number of 215 in the cabin. The members of Aloha Temple of the Shrine will go on her for the meeting of the Imperial council at Seattle. Many of the passengers will be school teachers. She will take out 6500 tons of sugar, 500 tons of molasses and miscellaneous freight.

History of Panama Canal Told In Interesting Book

Volume Is Reviewed For Readers of The
Advertiser By Major-General Carter

By MAJ.-GEN. W. H. CARTER, U. S. Army

A History of the Panama Canal: Its Construction and Builders. By Ira E. Bennett. Published by the Historical Publishing Company, Washington.

Preparation of this volume was participated in by John Hays Hammond, Capt. Philip Andrews, U. S. N., Rupert Blue, M.D., and other associate editors, but the assembling of such a mass of history and its arrangement in so logical and pleasing a manner must be traced to the guiding hand of Ira E. Bennett. His long training as an editor at Washington, and the consequent opportunities for familiarity with history in the making, is evident throughout this interesting and valuable book.

Spanish Conquest
The volume is a history of events from the earliest discoveries along the shores of Central and South America. The earlier chapters present in a remarkably concise and readable manner the history of Spanish conquest and the operations of the English, French and other buccannets, corsairs and slave traders. Looking back over the intervening period, one is not surprised at the crumbling of the world empire of Spain. The operations carried on to procure gold, silver and precious stones to pour into the lap of the small home country, considered no rights of the natives who were spoiled of labor, country and life itself. The serious thought arises as to how Spain continued so long to indulge in power and a system which permitted the cruelties of the Alva in Europe to be re-enacted throughout the Spanish Main with entire disregard of every human and property right.

The crumbling and falling away of Spanish overseas dominions may well suggest that ill-gotten gains were the means of rendering effeminate those who reaped the rewards of their iron-fisted predecessors. The history of the Spanish Main has thrilled the nation through the intervening centuries and tinged with romance a period notorious for its bloody tragedies, its cruel injustice and its degrading results.

The Gordian Knot Cut
Those who trace the course of discovery and settlement of the Isthmus through its many phases when the voice of the world was yet small, and come to the final stages when communication across the Isthmus became a necessity, will recognize the perfectly natural development from the Indian caravans to the pack mule, the camino real, the railroad and the canal. And when that great instrument of civilization was threatened by "scrap of paper," the Gordian knot was cut and the work proceeded to the fulfillment of the dreams of the centuries.

Those who still feel that the canal was constructed in unrighteousness, due to the section of Panama and its prompt recognition by the United States, may well ponder over the fact that a very considerable number of the States of our union succeeded during the fateful days of 1861, and that they did not re-enter the union voluntarily, and that during the continuance of the civil war they received all the aid that could be given by certain other nations, considering the blockading fleets of the union.

Divergent Opinions Natural
That there should be divergent opinions touching the matters involved between the powers concerned, and particularly with reference to the method of adjustment, may well be expected. For about a half a century there has been a group of high-minded men and women who have annually come together in conference to consider ways and means of preserving the rights of the Indians of North America, yet from the day when the Pilgrims landed, the Indian has been despoiled of his hunting grounds.

In the remorseless advance of civilization some were carried along, some were submerged, and many left as driftwood along the shores of progress. Those who have reaped the fruits of their progenitors' long-continued pressure on the steadily vanishing Indian frontiers, may with entire propriety, refrain from criticism of those public officials who cleared away the diplomatic barriers which halted the marriage of the oceans which bear all the commerce to and from our shores. The progress of civilization sometimes suggests and demands the overriding of the lesser civilized communities of the broad theory of the greatest good to the greatest number.

It would deprive the reader of much pleasure to attempt to follow the construction of the canal through all its phases. Fortunately, the editors have included the history of the regime of John F. Wallace and John F. Stevens, who preceded General Goethals. The story of the sanitary, the food and other problems which eventually loomed so large in the life of the thousands of employees who at one time or another sojourned on the Isthmus, is very informing.

The long controversy as to the relative merits of a sea level and the lock type of construction being settled in favor of the latter, the duties of the engineers were given in the simple slogan, "let the dirt fly." But Wallace and Stevens were not trained up to the hammering reactions of government red tape. Its irksomeness has appalled many who have gone before them.

The 'Incomparable Goethals'
In the end, it became necessary to cut away such restrictions and to confer upon the incomparable Goethals autocratic power. His word was law and there was no appeal. His use of power has made his name a synonym for achievement, high purpose and a decent regard for the rights of the deserving. In completing the canal he has added a chapter to the history of the world's great constructive achievements.

The stories of the men who had ma-

terial parts to play in the great work before the coming of Goethals, John F. Wallace, John F. Stevens, Theodore P. Shonts, are all told by themselves, not the least important being "How the United States Acquired the Right to Dig the Panama Canal," by Theodore Roosevelt. Other chapters are devoted to the consideration of the influence of the canal upon our navy, and upon the commerce of the world in general. Of special interest is the chapter treating of "The Effect of the Panama Canal on Hawaii," by Lorrie A. Thurston.

All great constructive problems involve considerations of the human element. The conservation of health and minimizing of accident have characterized the work of rebuilding the Panama railroad and digging the canal in the end, the work has been a sacrifice though some individuals are sacrificed in learning the lessons of progress. Through it all, the work moved steadily forward at a pace unprecedented in the annals of engineering.

It should be solid comfort to the American people that their own West Point, which has been the unsustained support of the nation for more than years, produced the trained minds and level heads which finally solved the intricate problems of construction and brought to a speedy termination a work of the first magnitude. Every man who rightly wielded a pick or shovel is entitled to his share of appreciation, but the honors will rest mainly with Goethals, Galliard, Sibert and Hodges—all graduates of West Point—for their able, indomitable and persevering course in making practical the dream of the centuries—the joining of the Atlantic and Pacific oceans.

**NEW SUBMARINES
TO TRAVEL HERE
SELF PROPELLED**

Maryland To Act As Escort and
Colorado Probably Will
Go To Mexico

Mother Ship Rainbow, Undergoing Alterations, Likely
To Be Delayed

No official advice has been received here as to when the four K-class submarines may be expected here from San Francisco, but Lieut. Kirby B. Crittenden said yesterday afternoon that letters from officers of the submarines indicated that they expected to sail about August 15. As the boats will come under their own power, they probably will be ten knots an hour, they will be ten days or so on the way.

Trouble in Mexico leads officers here to believe that the Colorado will not act as escort for the boats, but that the Maryland will come alone, which means, if the assumption is correct, that two trips will be made by the cruiser. She would not attempt to cruise more than two at one time. She may have to do some towing, as at least minor breakdowns in the engines are looked upon as inevitable.

Rainbow to Arrive Later
It is believed, too, that the tender Rainbow, now being fitted at Mare Island yard to serve as a mother ship, will not be ready until late in the year, so that she will not come with the submarines. No word has come as to what changes are being made, but it is considered that she will not have the excellent machine shop equipment that the Alert has, and that because of this, the Alert will remain here alone. There is plenty of work for both ships when four submarines are added to the present three. The Rainbow probably would be used largely for a station ship, leaving the Alert to do what sea work would be necessary.

The officers of the four K-class boats are as follows:

K-1, Lieut. J. T. Chew.
K-2, Lieut. J. P. Olding.
K-3, Lieut. J. V. Ogan.
K-4, Lieut. J. W. Lewis.

F-4 to Be Inspected
It is presumed that these men will come here with the submarines. Lieutenant Ogan, formerly was commander of the Alert when she was stationed on the Pacific Coast.

Lieutenant Crittenden has received orders to look over the F-4 regularly, and a dive may be made soon, although he said yesterday no dive had been set. It is presumed that George Evans or Jack Agaz, the only two men from the F-4 still here, will direct the F-4, will go down. The dive will not be difficult, as the boat lies in only forty-eight feet of water.

**GIANT WRESTLERS IN
LONG CONTESTED BOUT**

(Associated Press by Federal Wireless.)
NEW YORK, June 24.—Alexander Abong, champion Greco-Roman wrestler, and Wladislaw Zhyzko, Polish champion, met on the mat here last night and for two hours and thirty minutes gave a wonderful exhibition of wrestling. With neither man giving way an inch, the referee finally called the match a draw.

OCEAN COMMERCE VIA PANAMA HAS GROWN STEADILY

Twenty-nine Vessels Using Canal
Call Here Between March
14 and June 27

HONOLULU TO BECOME
GREAT PORT OF CALL

Developments Indicate This City
And Not San Francisco Will
Supply Bunkers

Twenty-nine steamers called at Honolulu between March 14 and June 27, en route to or from the Panama Canal. During the period November 14 to March 12, twenty-four steamers called here to and from the Canal. Thus in three and one-half months more steamers called than had been here in four months.

Each ship spends about \$2000 here in addition to what it spends for bunkers.

Probably two should be omitted, the non-magnetic yacht Carnegie and the Danish steamer Falstria. The Carnegie is here on scientific work, and the Falstria would not have called except to get medical attention for an ill sailor.

It is especially significant that only three of the remaining twenty-six ships were bound onward through the Canal. They were the British steamer Indraghiri, here April 5 from Manila and Hongkong for New York; the Norwegian steamer Kit, here April 13 for Norway from Yokohama, and the British steamer Inverclyde, here June 20 from Manila for New York. Honolulu's trade through the Canal, for the present, is almost exclusively west-bound. New York almost monopolizes the business as loading point.

Many Bound for Vladivostok
Significant, too, is the fact that fifteen of the ships westbound were for Vladivostok. Most of them had some munitions of war, and some had exclusively war supplies. Some that went to Japan for orders may have been diverted to Vladivostok; at any rate, the Russian port has been the terminus of more than half the ships through here to and from the Canal.

It seems generally agreed that Archangel will get much of the Vladivostok business; if it does, Honolulu seems to stand to lose much of its trade; but, on the other hand, there has been no sign of a falling off as yet. From November 14 to March 12, only five vessels were through here en route bound for Vladivostok, although doubtless others were ordered there from the Orient; this as compared with fifteen in the last three and one-half months. There certainly is a gain in number of ships to Vladivostok, however, and the only question is whether this gain will be maintained during the open season in the White Sea, when ships may enter Archangel.

It is significant, too, that twenty-one of the twenty-nine ships were British. Three were Russian; two were Norwegian; one was Japanese and the Carnegie was American and the Falstria, Danish.

Other Ships Drawn Here
Indirectly, other ships were drawn here by the Panama Canal; for example, steamer companies came during this time for the later-mentioned Murotan and Newcastle, with each, much of which was supplied as bunkers for other steamers.

These figures are exclusive, of course, of the many sailings of the American-Hawaiian ships from the East Coast through the Canal, and their quicker time and better freight-carrying facilities, resulting from the opening of the Canal is one of the big benefits to the Islands.

One fact certainly has been established; Honolulu and not San Francisco will be the port of call for bunkers and supplies for vessels going to and from the Canal from China and Japan ports. This was a point disputed when the Canal was being built, some holding that ships would go from the Canal to San Francisco and thence on to their northern route to their destinations. Experience has shown this is not true.

War Confuses Situation
Another interesting phase of the situation, which time only will settle, is what the Canal will mean to Honolulu in peace times. The withdrawal of the immense German tonnage, the diversion of many British ships to war in excess and the use of many more as carriers of war cargoes, all confuse the situation, and make it difficult to say just what differences will come when peace has been declared. The big trade to Vladivostok probably would fall off, but other trade undoubtedly would supplement it to a great degree. On the other hand, Honolulu may be getting, perhaps rather indirectly, trade that would have gone to Port Said except for some uncertainty about the Suez. All in all, the question is confused.

Another thing of great importance to Trans-Pacific trade is the possible opening of the Dardanelles, which might permit Odessa to supplement both Archangel and Vladivostok for Russian trade.

CAN YOU AFFORD THE RISK?

Were you ever joined with a new attack of cramp colic or diarrhoea? You would have gone to Port Said except for some uncertainty about the Suez. All in all, the question is confused.

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